Procedon's Ensay on the Coup d'Etat of Dec. 2.

BERLIN, Saturday, Jan. 1, 1873. For what are we to take this production ! For a scientific essay? But it searches nothing to the bettom-it brings forward rhapsodical propositions pointed expressions-and when these propositions touch upon great truths of the present, as for instance, the decadence of philosophy, it makes no allusions to the antecedents from which these propositions have been derived—nothing of the scientific development, which led to them-nothing of the men, who have gained them by their researches and labors.

Why, for example, has Proudhon gone on as if there was no such person in France as Auguste Comte Have his propositions merely flown down to him through the air? Has he not strained to them by study?

Or does this production profess to be merely of a belles-lettres character? Merely a pamphlet? An occasional cassy f

But it treats of the most difficult questions-whether here is still a philosophy-whether after the overthrow of the mediaeval Papacy there can still consist ently be a church and a religion-whether after the everthrow of the Bourbon and Orleans dynasty there can be any other sytem than that of anarchy and no-

It aims to decide—to give the final upshot—it wishes to show the direction, in which the Government of a nation of thirty-six millions can fulfil their part in the history of the world, and at the same time carry on the Revolution, which is involved in the whole previous course of history, and whose completion will finally give an assured freedom and a permanent order

o humanity.
In short, this essay still belongs to the ambiguous productions of literature, which have been brought to an end by the coup d'ésat. It forms an exception to the rule which Louis Napoleon has made the law for France-a schoshock to the regular order of the day.

Since the 2d of December, France-which formerly must have at least its pamphlet a month, challenging the universal attention of society—has had nothing to read. The exception, now permitted by the President, has again given a pamphlet to the French people, which duced a great excitement in society, from which an indefinite revolutionary hope has derived nourish ment, and which piques the hatred of various interests nd classes that have been injured.

Hence the great sensation which this work has pro-

duced and the circulation which it enjoys.

When I say that the coup d'état put an end to these political, philosophical, social and democratic gs, these point no point effusions, I do not inintend that for all future time, new productions of the kind, which treat a given scientific principle in a literary manner, making it accessible to the mass of the peo ple, will become an impossibility or an anachronism.

On the contrary, as certain as the modern positive are now elaborated, will exert a still greater influence on the culture of humanity, than the revolutionary every scientific development, it will be inaccessible to the great mass of the people,—so certainly will it also need its popular and literary exposition—and so certainly will it obtain it.

But the pamphlet literature, reaching from Voltaire to Hobbes and Locke and partly of Spinoza to a popular form—rans literature has come to an end, in the past sixty years of revolution. It has fulfilled its object, the people have had enough of it, it needs no more political realization—and hence the coup ditat can make an end of it by the stroke of the pen, by a government

of it by the stroke of the pen, by a governmental regulation.

This metaphysical literature, with its Coryphsuses, Voltaire, Rouseau, Diderot, and Helvetius, and with its latest representative, Lamartine, with its unwearied and indefinite statement and counter-statement, with its revolutionary struggle against the existing order, and its dependence upon it, with its audacity and moral halfness, will remain unique in in its kind, although the new positive culture and research will have its popular literateurs.

Its characteristic features are halfness, shallowness and superficiality, and also its effect, the French Revolution, only superficially attacked the mediaeval system, and has been punished for its numerous compromises with it by the reaction of Napoleon Bonaparte, which was the legitimate consequence.

The literary men when the creature of the modern

with it by the reaction of Napoleon Bonaparte, which
was the legitimate consequence.

The literary men, whom the creators of the modern
culture and research will have for successors or collaborateurs will not have the inherent independence of a
Voltaire, a Diderot, a Rousseau, since the positive natre of modern research cuts off vague effusions, and
by the force of its laws and discoveries makes it imposable for the litterateurs to gain personal remown by their
modifications and additions.

The interests of belies-letters will suffer, the world
will gain, since the force and evidence of the new laws

The interests of belies letters will suffer, the world will gain, since the force and evidence of the new laws will facilitate their comprehension. The world of phrases will receive less attention in proportion as the actual world is investigated in its laws.

I recken Proudhon as still belonging in part to those old litterateurs, and in this article I will justify the assertion by some of his expressions.

France to him, in the declamatory apostrophe which he makes to her in the conclusion of his essay, is the land of liberty,—the land in which the mind is freer than any where else,—the land which suffers for the world.

On France, in his view, depends the rejuvenation and

any where ease,—the land which suffers for the word,

On France, in his view, depends the rejuvenation and
union of humanity; the unity of France to him is identical with the unity of the human race; the spirit of
France to him is the spirit of the human race.

One of Napoleon's corporals, for whom the battles of
Austerlitz and Jens are the sum total of human history,
might speak in this way, and no one would wish to disturb him in his dream. Leipsic and Waterloo will not
by this be struck out of human history, nor the culture
and great achievements of other nations be made to pass
for nothing.

and great achievements of other nations of the state for nothing.

Proudhon's declamation, in like manner, will have no effect on any Englishman, American, German, or Russian—the English language, which rests its universal dominion on its conquests in every region of the world, is not seriously threatened—the great mission of culture, devolving on the English race is not smitten with harrenness—German research will not betake itself to repose because everything is done by France—and the vast consequence of Russia for the future is not set aside, because the progress of humanity depends on the progress of France.

saide, because the progress of humanity depends on the progress of France.

If no nation belonging to modern culture will be affected by this declamation on the eminence, nay, the aboutubly exclusive claims of the French people, yet this exaggerated phrase has a personal unfitness in relation to Froudhon, so far as he wishes to point out the importance of the costs of dists for the whole world, for the present, and for the future.

He wishes to be an investigator—and the great problem and labor of cultivated nations are now so fully in sight and have to such a degree the whole world and the whole future for objects,—that he who holds his own nation for the only one, and makes the whole future depend on it alone cannot lay any claim to a comprehensive cultivation.

But, says Proudhon, the French world ought not te

nation for the only one, and makes the whole future depend on it alone cannot lay any claim to a comprehensive cultivation.

But, says Proudhon, the French world ought not to be judged by the apparent state of its development—it has not yet attained its majority.

The Egyptians, according to Herodous, called the Greeks children. The Egyptians were not wholly in the wrong—for it was the Romans that first evolved the manly spirit in humanity.

As Proudhon has said of his countrymen, a Greek also might have replied to the objection of the Egyptians. "Only wait! If my nation has accomplished so much in its childhood, what will it not effect when it reaches the virile age—what will not the Greeks be when they come to be men?" But the Greeks remained children. Even the great results for humanity which they brought to pass—we will speak more guardedly than the Egyptians—have come from their youth, and beyond the limits of youth they were never able to pass.

What Proudhon himself quotes as a proof of the immaturity of the French nation—the liveliness of their prejudices, their superficial education, which they owe more to civilized corruption than to civilization, romantic legends instead of historical instruction, fashion instead of morals, taste for parade and sudden impulses, manifestations of hasty excitement instead of public spirit, schniration for power and worship of boldness instead of reverence for justice—are not all these qualities were taken away! Nothing.

His France, the people's France according to Proudhon has existed only five pouples france according to him lasted only from 18% to 1893—the day of the downful of the Girondists.

What Prance, the people's France according to Proudhon has existed only five Jun 24, 1789 to May 31, 1733, the day of the downful of the Girondists.

What a petty, I might well say, what a childish error! I will not enter on the far-reaching questions, whether the France of country, can assert itself against the will of the hation—and whether it is ever possible unless it cor

nation—and whether it is ever possible unless it corresponds to the nation.

But we may demand of a man who treats in every time of the revolution, who classifies all historical events according as they belong to the revolution or the resction—we may well demand of him that he should be more thoroughly instructed in regard to the classical age of the Revolution—that he should know, for instance, that Mirubeau's work, the work of the Constituent Assembly in general was an untenable compromise between the modern metaphysical ideas and royalty, and that moreover the Girondists without internal consistency and without internal value coquetted in private with the monarchy. In regard to the internal fimisiness and wretched patch-work of the measures of the Constituent Assembly, he might have been taught by Burke—but it is true Eurke is a relationist, and hence his criticism of the Constituent Assembly need not be read, much less studied, by a revolutionist. The Girondista are aderued by Thiers and Mignet with the halo of mar-

tyrdom, and accordingly, the Frenchman has no need to trouble himself with the modern German researches on these intrigues. The Convention established a Government—a Government which delivered France from the treachery of the Girondist intriguers—the Convention gave to the Revolution the organization of which it was capable—and hence for the atherents of the theory of no Government the day, in which the Convention triumphed over the Girondists was the day in which the National France suddenly and for a long time—to Feb. 24, 1848—disappeared.

M. 1848—disappeared.

What phrases! What ignorance of history. And the content of the phrases in the book as if the Provisional Government had been omnipotent—as if it could do whatever

it would.

But not only by its public proceedings, not only by its proclamations and decrees and diplomatic circulars, was its total impotence and embarrasement exhibited; but also by the indisputable testimony, which in part has been given by its members in the torm of memoirs, it is established that in their counsels they anxiously sought after means by which they could take hold of the minds of the results.

after means by which they could take hold of the minds of the people.
What kind of a government was that which was obliged to seek after such means?
What kind of a people, to interest and employ whom, the Government must seek after such means?
In one passage of his work, Proudhon says himself that the revolution of 1848, in comparison with that of 1849, was no revolution in ideas. "The sination was ripe, but not opinion." But this correct statement, which explains the barrenness of the last revolution and the dictatorship of Louis Napoleon, evaporates in the phrases and entanglements of the cessy.
Could, then, Proudhon explain the alternative in which he places Louis Napoleon between the Empire and the Socialist, Democratic Republic! Not at all.

BRUNO BAUER.

PUBLIC DOCUMENTS.

Annual Report of the Canal Commissioners [We have just received a copy of the elaborate report of the Canal Commissioners, the more important portions of which we present below. The minute details of new work and repairs, and the table of rates of toll, we cannot find room for :]

STATE OF NEW YORK,

CANAL COMMISSIONERS' OFFICE,

ALBANY, Jan. 24, 1825.

To the Hon. the Legislature of the State of New York:

The Canal Commissioners, pursuant to law,

respectfully submit their ANNUAL REPORT.

The Board of Canal Commissioners consisted, on the 1st day of Jan., 1852, of Frederick Follett (who was reslected in November last,) whose term of office will expire on the 31st Docember, 1855; and Henry Fitzhugh, whose term of service expires on the 31st December, 1854, end John C. Mather, whose term of service will expire on the 31st Docember, 1853. On the 18th Jenuary, 1853, the Board was organized by the appointment of Frederick Foilett, as President, and John C. Mather, Secretary.

The essiern division of the canals, consisting of the following, was assigned in special charge to John C. Mather.

Mather.	CANALS.	Miles
Erie Canal, from Al Leke Canal Champlain Canal Glen Falls feeder Pond above Troy da Black River Canal,		
Total	ion was essigned in	

Henry Fitzhugh, and consists of the following :

	CANALS.	Mi
nal to the east !	the east bank of the Onei- line of Wayne County, it and reservoirs	ncluding the
Chenango Canal,	feeders and reservoirs	
Oswego Canal		**********
Opeida Lake Can	al	
Oneida River im	provement	*********
Seneca River tow	ing-path	
Cayuga and Senec	on Canal	*********
Caynga Inlet		**********
Crooked Lake Ca	nal	
Chemung Canal.	,	**********
Openda Creak for	der	

to Frederick Folicit, consisting of the following: Eric Canal, from the east line of Wayne County to Buffalo, including the Main and Hamburg-st. Canal, Stips and Hamburg at the letter place.

Total 27
Pastern division.
Total of surficeized Canals
Black River Capal 3 Genesce Valley Capal 3
Total of unfinished Canais 60 BLACK RIVER CANAL.

Of this Canal, there was completed and brought into use, during the year. Navigation upon all the canals of the State was opened. ant to previous notice, on the 20th day of April ontinued, with scarcely any interruption, until the

and continued, with scarcery any interruption, and the left day of December.

The business upon the canals, the past season, exhibits gratifying results, the tunnage largely exceeding that of any former year.

The following tables show the quantity and estimated value of each article coming to tide-water, and the continuous continuous and any season and the canals for the

quantity going from tide-water on all the canals last three years.

STATEMENT showing the aggregate, in tune, under the state of the st

Manufactures 30,859 Merchandise 7,165 Other articles 113,273	4,580 115,581	10,60 122,76
Total2,023,963	1,977,151	2,234,82
STATEMENT, Showing the appropriate which came to the Hudson River the years 1850, 1851 and 1852, a cified in the above table.	r, on all the Ci	anals durin
1850.	1851.	1852. \$12.407.65
The forest	\$10,160,656 25,394,913	45,009,88
Manufictures. 3,060,854 Merchandise 5:8,615 Other articles 2,325,495	1,235,783 829,429 706,733	3,355,34 3,749,82 2,289,42
Total	r of tune goin	ng from tie

418,370 467,961 521.52 Total RECAPITULATION. 1850. 1851. 1852. Total tune arriv's at tide water. 2,033,863 1,977,151 2,384,822 Total tune poing from tide water. 418,370 469,961 521,327

2,452,233 2,445,112 2,755,549 Increase of tunnage over 1851, 311 237 tune.

Increase of tunnage over 1851, 311 27 tuna.

While, however, there has been a large increase of business upon the canals, the revenues do not reach the highest point, failing some \$200,000 below the receipts of last year.

This result was not unexpected. In consequence of the removal of tolls from railroads, under the act passed July 10, 1851, to take effect December 1, 1851, it became indispensable to make large reduction of toll upon the canals, with a view of competing, successfully, with the various railroads traversing the State. The State is, therefore, in consequence of the passage of this law, cut off entirely from this source of revenue, which had inhereto constituted no inconsiderable amount to the revenues of the State. It is confidently believed, after a careful examination, that the receipts for tolls, this year, are diminiabled, at least \$50,000 consequent upon the taking off the tolls upon the railroads.

year, are diminished, all least \$000,000 consequent upon the taking off the tells upon the railroads.

BLACK RIVER CANAL.

In the last annual report of the Canal Commissioners, your attention was called, somewhat in detail, to the condition of the Black Rivar Canal, of the interesting region through which it passes, and the great importance to the people of the Stata, and especially to those living along its borders, of its early completion.

The past season has shown a large increase of business over that of any previous year, and when fully completed and the resources of the country shrough which it passes are fully developed, its contributions to the revenues of the State will be greatly augmented, and to an extent that will exceed the most sanguine expectations of the friends of this important enterprise.

This canal diverges from the Eric Canal at Rome, Oseida County, follows up the valley of the Mohawk and Lansing Kill to Boonville—a distance of 25 miles, thence to the Black River, and unites with the same a short distance below High Falls—a distance of 10.33 miles from Boonville, and thence by slack water navigation on the river to Carthage, Jefferson Co., a distance of 41% miles.

The section weeks.

of 42% miles.

EECTION WORK.

The section work on the canal from Rome to High Falls is all completed and in use, except sections Nos. 29, 30 and 31. There are under contract and progressing, and could be finished by the spring of 1853.

The following shows the estimate of cost at contract prices, amount done, and amount to be done:

Est. cost.

Section No. 29. \$1,300 to \$1,700 to \$800 to

Total.......\$31,300 00 \$15,000 00 \$16,010 00

The feeder to the Black River Canal, extending from
Bocaville to Williamsville, a distance of 10,29 miles, is
in good order, and navigable for boats drawing 31s feet
of water; to which add two miles on the reservoir above
the dam at bend of feeder.

In order to get an increased supply of water to the
Black River Canal, and thence to the Erie, it is proposed

to construct a new feeder from the Mohawk River, at the village of Delta, to unite with the Canal near lock No. 9. This will be 1 38-100 miles long, to which may be add-ed one mile of navigation in the Mohawk River above the feeder.

All the section work between High Falls and Boom ville is under contract and progressing. 33½ miles of canal, 10.29 miles of feeder, and 2 miles of reservoirs have been brodght into use for the purposes of naviga

BLACK RIVER IMPROVEMENT.

Several plans have been proposed for the improvement of Black River. After careful surveys and estimates made during the pass season, it is proposed that this improvement be made by dams and locks, instead of jetty dams and piers, as adopted in 1851.

The proposed plan contemplates two dams and two locks between High Falls and Carthage, and the contemplate of a rest dam at Carthage, in place of the scan between right rais and cartage, and the con-struction of a new dam at Carthage, in place of the present old one. It is believed that this is the best plan that can be adopted, and that when once constructed, will require less annual expenditure than any other plan that could be proposed.

will require less annual expenditure than any other postthat could be proposed.

CHAMPLAIN CANAL.

The length of this Canal is 63% miles. Length of
Waterford side cut \(\frac{1}{2} \) miles, and of Glens Falls Feeder
63 miles. There are 22 single, and 5 combined locks
on main canal; 3 single locks on Waterford side cut; 7
single and 7 combined locks on Glens Falls Feeder.
There are 4 squeducts on canal and feeder. Farm and
road bridges 150 in main canal and 12 on feeder.

The size of the old locks is in length of chambons
from quoin to quoin, 90 feet, and 15\(\frac{1}{2} \) feet in width, at
(14 feet) above bottom of the canal. The new locks
have corresponding simensions of 100 by 15 feet 2\(\frac{1}{2} \) inches, and when the Canal is turnished with them
throughout, its capacity will be increased one-seventh.
The side cut locks at Waterford, are in a dilapidated
condition, and are a source of great expense for maintenance and repairs; the speedy construction of nor
locks in their stead is integenable for the preservation
of navigation. This terminus is the natural outlet to the

of navigation. This terminus is the natural outlet to the tunnage of this canal, and were there sufficient facilities afforded for passing through these locks, it would un-doubtedly give material relief to the lower end of the

doubtedly give material relief to the lower end of the Eric Cansi, which must soon require its full capacity for the performance of its legitimate business.

The single locks at Cohoes and Fort Miller, will require extensive repairs the ensuing season, and at an early period, will need reconstruction.

During the pees season the canal has been in good navigable order, excepting two interruptions by breass. One was caused by the failure of the piar to the Schuy-lerville aqueduct, and the other by an extensive breach in the high embankment near Coleville. Both were promptly repaired, and caused but little delay to those navigating the canal.

The general condition of the channel of the canal is better than it has been for years before, and those structures not before alluded to, are believed to be in excellent condition.

ent condition.

lent condition.

A proposition to increase the size of the new locks at Whitehall, makingthem of sufficient capacity for locking two boats at the same time, has been suggested.

It would no doubt be the dictate of sound policy to make the proposed change.

A proposition has also been submitted to the Legislature to construct the locks upon the Champiain canal, when replaced by new structures, of the size of the energed locks upon the Eric canal. This would be an important and desirable change, and it is to be hoped that the object will be accomplished at the earliest practicable period. ble period.

REPAIRS OF CANALS.

The expenditures upon the canals for ordinary repairs, for the past fiscal year, it will be seen, exceed that of former years, and it is claimed in consequence of such increase, that "they are altogether too large, and should be reduced."

Disregarding the clamor sought to be raised upon this subject, and the faise or garbled statements sent forth to the public, all emanating from one common source, the Commissioner upon this division deems it a duty he cowes to himself, as well as to the Legislature, and the people, to whom the Commissioners are alone responsible for the faithful discharge of their official duties, that a true statement of the facts connected with the expenditures, should be submitted.

In the first place, the expenditures have not been unnecessarily large the past season; on the contrary, not

In the first place, the expenditures have not oven un-necessarily large the past season: on the contrary, not only has strict economy been observed by the superin-tendents, to whom is entrusted the duty of making the necessary repairs upon the canals, under the advice and direction of the Commissioner in charge, but a large number of structures, at different points upon the circ Champlain, and Black River canals, which needed exten-sive repairs, or to be replaced with new structures, have been neglected. been neglected.

Year after year, the rights of individuals having claims

of this character, having been disregarded, or their claims postponed to a future day, in the hope that the completion of the enlargement, and of the lateral canals, would obviate the necessity of rebuilding structures which were fast going to decay, until those desirable re-sults were secured.

lt is also a well known fact, that many of the improve It is also a well known fact, that many of the improvements almost indispensable to the security of good navigation, have been postponed from time to time; that large numbers of structures have been for a long time in a dispidated condition, and have been continually growing worse and worse, until a further postponement, so far as a portion of the structures are concerned, would be an insuperable barrier to good navigation.

The condition in which portions of the causal were left by contractors, prosecuting the work upon the contracts obtained under the law of 1851, added largely to the expenditures of repairs, upon the canals, during the past season.

reason.

The expenditures consequent upon the premature closing of the canals in 1851, formed no inconsiderable The expenditures consequent upon the premature closing of the canals in 1851, formed no inconsiderable item in the repairs upon this division. Hundreds of beats, containing a large amount of valuable property, were frozen in at different points along the line of the canal, and it was necessary to afford every reasonable facility to forwarders, and others having their property in this condition, to enable them, if possible, to force their boats through the ice, to their places of destination. Lock gates, and other structures, were materially injured, and required considerable outlay of expenditure to put them in good repair, for the opening of navigation.

On an examination of the table which follows, will be nd a statement of the expenditures upon each Super intendent's section, of the execution wissed of the canals, for the years 1851 and 1852, and it will also be found that in every instance where there is an excess of expen-ditures over the previous year, that it is upon improve-ments that are strictly permanent in their character, and

that in fact the expenses for ordinary repairs, a those named, are less than those of the previo	us year.
RECAPITULATION OF REPAIRS.	
Erie Canal, Section No. 1	1166'218 (
Erie Canal, Section No. 2	48,935
Erie Canal, Section No. 3	47,366
Erie Canal, Section No. 4	35,573
Erie Canal, Section No. 5	63,249
Erie Canal, Section No. 6	24,232
Champlain Canal, Section No. 1	36,386
Champlain Canal, Section No. 2	19.135
Champlain Canal, Section No. 3	18,299
Black River Canal, Section No. 1	8,414
Black River Canal, Section No. 2	22,316

Total. \$403,227 63

The following will show the different heads of expenditure, and the cost of each, embraced in above amount:

Cost of Cost 60,361 70 2,414 80 2,414 80 1,40 10 10,964 13 1,688 21 1,688 71 1,633 05 7,343 13 9,035 25 2,746 13 2,121 00 Lock tending... Oil for locks ... Lock gates.... 29,754 4 12,964 1 5,327 5 1,549 7 1,533 0 11,221 3 23,034 5 3,734 2 4,653 87 202 88 1,206 48 1,672 95 551 94 Weigh locas.
Farm bridges.
Road bridges.
Tow path bridges
State scows.
Small boats.
Lee breakers. 13,999 25 978 07 2,442 87 202 62 26 548 30 637 18 518 66 1,154 89 46,617 97 46,617 97 46,617 97 47,122 49 27,122 49 5,412 77 5,412 77 1,360 11 15,661 31 16,221 42 26,628 62 13,320 50 41,856 62 13,320 50 41,856 62 16,118 16 10,118 16 15,122 65 15,125 65 1,517 64 2,201 31 1,518 13 3,739 44 leaning out canal

769 76 38,630 82 40,409 58 \$92,243 99 \$311,642 69 \$403,287 63

CHEMUNG CANAL.

CHEMUNG CANAL.

GREEN BENNET, Superintendent.

This canal connects the Seneca lake at Jefferson, with the Chemung river at Elmira, and is 23 miles in length, with a navigable feeder from Knoxville on the Chemung river, to Horse Heads on the summit level of the canal, sixteen miles, with sizek water navigation extending from the dam and guard lock at Knoxville, to the village of Corples, one mile, making in all 40 miles.

The structures on this Canal and Foeder are: 53 locks, I guard lock, 4 aqueducts, 10 waste weirs, 36 road bridges, 16 farm bridges, 16 tow-path bridges, 1 dam on

bridges, 16 farm to the Chemung River, The locks on this the Chemung River.

The locks on this Canal were originally constructed of wood, and rebuilt of the same material in 1841 and 1842. They are generally in a very decayed and unsafe condition. The rebuilding of the worst of them should

condition. The rebuilding of the worst of them should be eximmenced next season.

The Commissioners respectfully report their recommendation of last year, that the Legislature pass a law authorising the construction of the improved composite lock of wood and stone, to take the place of the old locks, as fast as it becomes necessary to rebuild them.

CHENANGO CANAL.

This Canal extends from Utica to Susquehanna river, at Binghampten, and is 97 miles in length, exclusive of feeders.

The structures upon this Canal are: 114 composite The structures upon ins Game Let 12 squartness, iff locks, 2 stone int locks, 1 guard lock. 19 squartness, 52 culverts, 21 waste weirs, 12 dams, 212 farm and road bridges, including those on feeders. The supply of water on the summit levels of this canal is obtained from six on the same as the capacity of which has been heretofore given as feeders to this Canal, vir. Leland's pond, Madison brook, Eaton brook, Woodman's lake, Brailley brook and Hatch's lake, all in the south part of Madison

CAYUGA AND SENECA CANAL.

CAYUGA AND SENEUA CANAL.
OLIVER S. LATEAN, Superitendent.
This Canal is 23 miles in length, and extends from the
Eric Canal at Monteruma to the Cayuga Lake at East
Cayuga, and to the Seneca Lake at Geneva.
The structures on this Canal are: 11 locks, 3 waste
wiers, 13 road bridges, 27 tow path bridges, 1 farm

wiers, 13 road bringes, 2, the particle, 5 drams.

CROOKED LAKE CANAL.

This canal connects the Seneca Lake at Dresden with the Crooked Lake at Penn Yann, and is 8 miles in length. There are upon this canal the following structures: 27 litt locks, 1 guard lock, 6 waste weirs, 2 culverts, 14 bridges, 4 dams.

OSWEGO CANAL.

OSWEGO CANAL.

OSWEGO CANAL.

This cenal connects the Eric Canal, at Syrscuse, with Lake Ontario, at the City of Oswego, and is 38 miles in length, of which 19 miles consist of slackwater navigation on the Oswego and Seneca Rivers.

Connected with this canal are the following works:

The Oneida River improvement, extending from Three River Point, on the Oswego River, to Fort Brewerton, on the Oneida Lake—a distance of 20 miles.

The Seneca River towing path, extending from lock No. 5, on the Oswego River, to the village of Baldwins-ville—64 miles.

No 5, on the Oswego River, to the village of Bandwins-ville—6't miles.

The Seneca River improvement, embracing '4 of a mile of canal at Baldwinsville, with a dam, one lift and one guard lock, which will, when repaired so as to be used, extend the navigation of the Seneca River from the head of the towing path to Jack's Reef's, 12 miles above Baldwinsville.

The structures on these works are as follows:

Oswago Canal—18 locks, 6 guard locks, 5 waste wers, 5 culvers, 1 farm bridge, 11 road bridges, 13 tow path bridges, 8 dams.

ONEIDA RIVER IMPROVEMENT-2 steamboat locks. one of 3 and one of 312 feet lift, 120 feet long and 30 feet wide; 1 dam; 2 draws in bridges at Oak Orchard and Brewerton.
SENECA RIVER TOWING PARK-2 fleating tow-path Seneca River Improvement-1 lift lock, 1 guard

lock, I dam, 3 road bridges, I culvert. MIDDLE DIVISION.

MIDDLE DIVISION.

ENLARGEMENT OF THE ERIC CANAL.

That portion of the Eric Canal included in the middle division, has a length of 68 83-100 miles of which 23 61-100 miles extending from a point five miles east of Syracuse, to the west line of the Village of Jordan, are wholly completed and in use: 9 9-100 miles between Chittenango and the Orville feeder, are nearly completed, and are also in use.

The work let previous to Dec. 1851, and now under contract on this division of the Eric Canal, is as follows: 19-38-100 miles of section work, 3 double locks, 3 squeducts, 13 bridges, 6 culverts, and valve gates for two locks.

There has already been expended on the above work the sum of \$551,605 98, and to complete the same will require a curiher sum of \$280,465 45.

ENLARGEMENT OF THE ERIE CANAL

This division extends from the cast line of Wayne county to Bufalo, and is by the line of the canal, as now navigated, 155 miles in length. And by the line as adopted for location in 1831, 142 90 100 miles in length. Its present condition is as follows:

Partially enlarge and in use, but not finished.

Partially enlarge and in use, but not finished.

15 53-100 miles.

15 53-100 miles.

16 53-100 miles.

contracts, in pursuance of law of that year, as shown in subsequent statement, 121 23 100 miles Mechanical work remaining to be done per plans and location of 1851, not including that under contract pre-vious to the law of that year: three lift locks on the in dependent line between Macedon and Rochester, in vious to the law of that year; three lift locks on the in-dependent line between Macedon and Rochester, in place of the upper Macedon. Pittaford, and Brighton (lower) locks; a goard lock at the junction of the Genesee river feeder with, the canal in the city of Rochester, and one in the place of the present guard lock at Black Rock; two aqueducis, one over Mud Creek, neer Paimyra, the other at railroad crossing on independent line at Brighton; 115 culverts, 15 waste weirs, 145 bridge abutments, and 150 bridge superstruc-

GENESEE VALLEY CANAL. This canal extends from the City of Rochester to the Allegany River at Olean, and including the branch from the Shakers to Dansville, 12 miles, is 118 miles in

That portion between Rockester and the Genese That portion between Roccester and the Dansville River feeder at Cancadea, 76 miles, and the Dansville branch, 12 miles, making together 88 miles, are completed and in use. The remaining portion between the Genesee River et Cancadea and Olean, 30 miles, is most-jumple and the contract and in progress of construction, and upon which a large amount of work has been done during the preceding year.

GENERAL REMARKS.

ing the preceding year.

GENERAL REMARKS.

By the resolution of the Canal Board of August 25th, 1852, before referred to, all the old locks between Monterums and Rochester will be rebuilt on the enlarged size and brought into use next spring; and on the first day of June there will be enlarged locks through the whole line from Buffilo to Albany.

At many points on the middle and eastern divisions, and to a far greater extent on the western division, many of the bends in the canal are too short, and the canal too narrow, to pass boats of much greater length and width than those now in use.

The Canal Commissioners have not the anthority to make the improvements necessary to afford the enlarged boats a ready passage. It such are to be brought into use next season, these improvements must be authorized by the Legislature or Canal Board.

The old Eric canal was 40 foct wide at the top water line, and 28 feet at bottom. A very considerable portion of the line, where there has been no enlargement, is no wider new than originally constructed.

A large portion of the boats now in use are 14 feet 6 inches wide, "from outside to outside," at the head of the floor timbers; its feet 7 inches. Many of this class are now building. It is plain to be seen that unless greater width is given to the bottom of the old Canal, the navigation must be greatly obstructed by the wedging of boats in the narrower portions of the line.

The trade during the pest season has been seriously embarrassed for the west of breadth in the Canal at many points to allow the largest of the old class of boats to pass each other loaded, and without the improvement of the cold Canal, the malarged boats are brought into use, it is certain that these embarrassements will be multiplied.

Every boat, when she requires it, when conforming to the canal in pessing other boats. If difficulty occurs in beats massive acts of the reservants and the multiplied.

Every boat, when she requires it, when conforming to the canal regulations as to draft of water, has a right to he'f of the canal in pessing other boats. If difficulty occurs in boats passing each other, on account of width in the channel, the boat requiring more than half of the canal must, in justice, be excluded from the canal. It is therefore of the utmost importance, in over that the enlarged boats may be brought into use, that the Commissioners should be authorised to make the necessary improvements before the opening of navigation in the Spring.

This work can be done at a moderate cost, so as to allow the enlarged boat, not drawing more than 3½ feet of water, to pass each other.

The authority to do this work, if given at all, should be given promptly, that forwarders and bost-builders may make their arrangements understandingly in reference to the business of the next season.

The State has suffered largely in her revenues for the last three or four years, from the uncertainty existing as to the future condition, of the Canals, and as a direct consequence, the aggregate tunnage of the boats on the Canal has been inadequate to do the business prumptly, Canal freights have advanced for the last twe years, in the face of a reduction of Canal tolls, and a large trade of many hundred thousand runs has thus been forced into other channels.

Boats of the old size have not been built in sufficient runbers to meet the wants of the trade, because of the public expectation that the Canal would soon have ex-

Boats of the old size have not been built in summent, numbers to meet the wants of the trade, because of the public expectation that the Canal would soon have ca-pacity for larger boats, rendering those of the old size comparatively useless. Enlarged boats have not been built in any considerable numbers, because of the uncer-tainty that exists up to this time as to when they can be brought into use.

count in any considerable numbers, because of the uncertainty that exists up to this time as to when they can be brought into use.

This widening and straightening of the old Canal, which can be done at a comparatively small expense, is recommended merely as a temporary relief to the trade, by drawing upon the Canal sufficient number of boats to meet in part its immediate demands.

The Commissioners would advise no other expenditure upon the old line of Canal, which is to be abandoned when the Enlargement is completed, believing that nothing short of the completion of the Enlargement of the Enlargement of the Enlargement to the full size authorized by past legislation, will meet the wants and secure to our revenues the wonderously increasing trade of the great Western and Northern Lakes.

Speedy enlargement will enlargement will enable this State to command and controllish immense trade, with its enormous annual increase. Delay will force this increase elsewhere. Old competing channels will be enlarged and new ones constructed to secure it; and wher, after a slow and expensive process, we shall have at last completed the enlargement, we shall have to go through with the tedicus and arduous labor of winning

back the trade from its newly acquired channels. Up to this time little or no benefit has been derived from

to this time lattle or no benefit has been derived from the millions expended upon the enlargement. It is true, that within the last lifteen years, the average cargo of boats navigating the canal has been increased near a hundred per cent, but not in consequence of the enlargement, for this increase of cargo has been, and is, common to the lateral canals, as well as the Eriet, and has been the result of improvement in the model of boats.

of boats.

Before railroads were constructed between Albany and Bufulo, the transportation of emigrant passengers was confined to the canals, and canal boats were constructed in reference to passengers and freight; since then, in reference to freight alone, and hence the increased cargo of boats. A few of the enlarged boats have been running be

A few of the enlarged boats have been running be-tween Rome and Albany, where more than three-fourths of the Canal is already enlarged; but of these there are only a few, of course, rarely meeting each other in the unfinished Canal, and running west ward with light dreft of water. But, substantially, little advantage has as yet been derived from the enlargement. The most true and wise public economy then de-mands the early and rapid completion of our Public Works. To do it in three years, instead of six, will prove a vast pecuniary saving to the State. In engineering expenses alone, little less than half a million would be saved.

In engineering expenses alone, little less than half a million would be saved.
Under a six years process of enlargement hundreds of thousands of dollars will be expended upon the old line of canal to improve it, which will be to a great extent lost on the final completion of the enlargement.

Enlargement in three years, instead of six, will add three years' income to our revenues upon the business which the increased capacity of the canals will enable it to bear; or, in other words, the interest on the many millions expended on the enlargement, and now lying almost unpreductive. To these may be added a large annual saving in the expense of superintendence and repairs.

repairs.
It is a mistaken idea, entertained by many, that not

repairs.

It is a mistaken idea, entertained by many, that not more than a million of dollars a year can be expended upon the enlargement and completion of the canals without embarrassment to the navigation.

The unfinished portions of the Black River and Genesee Valley Canals, having no connection with the navigable portions of those works, can be as well completed in one or two years as in any greater time.

Much of the enlargement of the Erie Canal is upon a new and improved line, having no connection with the navigation, and the remainder, where the new and old lines are identical, can be completed far more economically in three years than in six.

On these portions of the Canal, the enlargement must necessarily be done in the winter. Every spring, coffer dems, temporary bridges, and all the structures, implements and machinery used in enlargement, must be swept away, sed the trains and roe levers cut through the banks to facilitate the work, must be liked up, and the banks and tow-path prepared for navigation; thus making a large increased expenditure for every additional year occupied in its construction.

It is therefore plain that economy will be best promoted by the presecution of these works with the utmost vigor.

The completion of the remaining portion of the Erie

It is therefore plain that economy will be easy personated by the presecution of these works with the utmost vigor.

The completion of the remaining portion of the Eric Canal Enlargement, the finishing of the Geneses Valley and Black River Canals, and the contemplated improvements on the Oswego Canal, are called for alk | by the public interest and the dictate of sound personates on the Oswego Canal, are called for alk | by the public interest and the dictate of sound personates on the Oswego Canal, are called for alk | by the public interest and the dictate of sound personates of the state of New York, at an early took the initiatory steps in the way of public inks, and set in motion a system of internal improve into of an extent and usefulness which no other country can boast.

The size of the original Canal, at the early day when its projectors shadowed forth the magnificent project which was to unite the waters of the Lakes with those of the Atlantic Ocean, was deemed ample and sufficient for the wants and purposes of our inland commerce and navigation for all time to come. But the most astute and far-seeing of our public men in those days were unable to anticipate the rapid development of the resources of the great west, which followed its completion.

It needs no argument to establish the necessity and expediency of completing our public works, and of the advantage possessed by canals over railroeds as a means of transportation, especially when the calargement of the Eric Canal shall be fully completed, the capacity of the boats that traverse its waters augmented at least three told, and propelied, as they will unquestionably be, by steam power.

the boats that traverse its waters sugmented at least three fold, and propelied, as they will unquestionably be, y steam power.

The Commissioners do not deem it necessary to go into a lengthy argument to establish these positions. This will be set forth in a very able and elaborate maneer in the forthcoming report of the State Engineer and Surveyor, and to which the Commissioners would call the special attention of the Legislature, containing, as it does, facts that have been obtained at the expense of untring industry on the part of that officer, and presented in a manner at once clear and convincing. It is impossible to shut our eyes to the fact that a formidable competition is now going on to take from our canals the carrying trade of the Western States. The competities for this rich prize not only is going on and gathering strength in States of our own country, but the Canadian Government is putting forth its power to wrest if from us.

It from us.

This trade is one of the utmost importance to our State, and no effort should be wanting on her part to retain and augment it. It is important to our forwarders and boatmen, and to slarge class of our citizens who are more or less intimately connected with our internal commerce, and especially to our great commercial emperium, the City of New-York.

But above all it is important to every citizen as a source of revenue, sufficient to insure, without taxation, the completion of our public works, the extinguishment of our State debt, and the support of our State Government in all time to come.

The law makes it incumbent upon the Canal Commissioners in their annual communication to the Legislature, to "recommend such measures in relation to the Canals as they deem the public interests require." There are but two general plans before the people for one contemplates a resort to taxation, the other an amendment to the Constitution, without taxation.

Taxation always falls barshly on the ear of a free people, and it is only the most imperious necessity that will justify its imposition, and certainly no such necessity now exists for the purpose of accompilating these results.

now exists for the purpose of accomplishing these results.

In the opinion of the Commissioners, an amendment to the Constitution, without the imposition of a tax, is not only the best, but the only practicable mode of securing the final completion of these great works.

The Constitution may be so amended as to authorize the borrowing of a sum sufficient to finish the Canals, pledging the Canal revenues to its payment after the discharge of its present crastitutional obligations to our existing debts; or our existing debts may be postponed with great advantage to the State, to a distant day, and the Canal revenues applied to their completion.

The people would derive great advantage from the postponement of the payment of our existing debts, or a debt to be created for the public works.

From tables prepared in the Canal Department, it appears that for the last five or six years, the tolls paid on property produced or consumed in this State, have been regularly diminishing, while on that going to, or received from other States, they are regularly increasing; so that the lenger our debt is postponed (of course within reasonable limits) the greater the portion of it that will be paid by citizens of other States. There cannot be a doubt but that the Canal revenues would be ample to meet the obligations incurred in carrying out either of the above suggestions.

The proposed amendment should be definite in the

the above suggestions.

The proposed amendment should be definite in the amount of money to be raised, and specific as to its application, and these guarded in the most careful manner. There is good reason to believe that either of these plans would receive the sanction of a large majority of the people, and forever put to rest the vexed question of the completion of our public works.

the people, and forever put to rest the vexed question of the completion of our public works.

This is not only important as a matter of State policy, but it is especially due to the clitzens along the line of these greas thoroughfares. It is many years since the Legislature authorized the commencement of these works and promised their completion. They have hoped on, under all the vicissitudes and fluctuations of parties, and the derangements of the finances of the State, until a realization of these just expectations seems almost hopeless. Good faith, therefore, on the part of the State to her citizens, calls for a fulfillment of these relievated pledges.

All of which is respectfully submitted.

PREDERICK FOLLETT. JOHN C. MATHER,

HY. FIZHUGH, Canal Commencements.

FROM LAKE SUPERIOR.—We had the pleasure of a visit this morning from T. Jackson, Esq., Agent of the Marquette Iron Company, at Carp River, Lake Superior. He left Carp River about two weeks ago, came by dog train to Menomonee, 130 miles, then took sleigh for Green Bay, and stages to Chicago. Mr. J. stopped a few days on the way, and thinks the winter journey can now be made from Carp River to Cleveland in about eight or nine days. Mr. Jackson speaks of the tall and winter weather at Lake Superior as very fine. The fall of snow was early and heavy, and the snow is now about six feet deep on a level in the woods. The mercury has been below zero but a few mornings, and it has been comfortable working in the open air at all times. There are about thirty families at Carp River, who have their sleigh-rides to the iron mountain, dances, and usual winter aports. Teams are busy hauling iron ore from the mountain, 12 miles, and the Marquette Iron Company will have some twelve hundred tuns at their works ready for spring operations. A party are engaged in preparing coal, and the intention is to turn out a large amount of iron next season. The Jackson Iron Works are making some iron this winter. Friend Jackson is quite enthusiastic in negard to the soil and agricultural capabilities of the Carp River region, as well as its mineral wealth. A ship canal at the Saut, now certain to be constructed, will aid much in the rapid resources of the development of the great North-West. FROM LAKE SUPERIOR.-We had the plea-

A Washington correspondent of The Con Let' A Washington correspondent of The Concord Democrat, writing Jan. 22, says: "Yesterday, in the House, a poor lady over 60 years of age, who had been for six years prosecuting a claim on Congress, in the name of her mother, a woman 89 years old, was the occasion of quite a scene. The bill, at last, after so many days of hope deferred and anxious poverty, was brought up. The lady herself, who was present, in scant attire of sable, listened to the debate with painful interest, and when at last the indications that the bill would pass became too evident to be doubted, the long-pent emotions of her heart were stronger than her strength, and she fainted and fell insensible on the floor. The claim, smeunting to some \$2,000, was put through instanter. Never did woman faint in better time. There was hardly a skew of opposition." Mr. H. James on Individualism.

I declined controversy with your correspon-

dent, Mr. S. P. Andrews, not because of any personal disrespect for him, but chiefly for the reason stated at the time, that his objections to my views of Divorce were trivial, fallacious and disingenuous. I may now further say, that his general opinions on the subject in discussion between The Observer and myself, did not, besides, seem to me of sufficient weight to invite a public refutation. I may have been mistaken, but such was, and such continues to be, my conviction. It is accordingly more amusing than distressing to observe, that your correspondent's vanity has converted what was simply indifference on my part, into dread of his vast abilities. But lest any of your readers should partake this delusion, let me say a few words in vindication of my convition. We all know that marriage is the union, le

gally ratified, of one man with one woman for life. And we all know, moreover, that many of the subjects of this union find themselves in very unhappy relations to each other, and are guilty of reciprocal infidelities and barbarities in consequence, which heep society in a perpetual commotion. Now in speaking of these infidelities and barbarities, I have always mid that they appeared to me entirely curable by enlarging the grounds of divorce. For, holding as I do that the human heart is the destined home of constancy and every courteous affection, I cannot but believe the it will abound in these fruits precisely as it become practically honored, or left to its own cultivated in stincts. Thus I have insisted that if you allowed two persons who were badly assorted to separate upon their joint application to the State for leave, and upon giving due securities for the maintenance of their of spring, you would be actually taking away one group existing stimulant to conjugal inconstancy, and giving this very couple the most powerful of all motive to renewed affection. For unquestionably every one admits that he does not cheerfully obey compulsion, but, on the contrary, evades it at every opportunity; and it is matter of daily observation that no mere legal bondage secures conjugal fidelity, where mutual love and respect are wanting between the parties. You in-stinctively feel also that a conjugal fidelity which should obey that motive chiefly, would be a reproach to the name. You feel that all man's relations to his fellows, and especially to woman, should be baptized from above, or acknowledge an ideal sanction before all things, and that where this sanction is absent, conse quently, the relation is either strictly infantile or size cuently, the relation is either strictly mannes or design inhuman. In respect to this higher sanction and best of conjugal fidelity, you call the legal bond inferior or base. As serving and promoting the former, one deems the latter excellent and honorable; but as ceasing any longer to do so, you deem it low and bestial. Now I have simply insisted that the legal sanctions of marriage should, by a due enlargement of the grounds of divorce, be kept strictly subservient and ministerial to the higher or spiritual sanction, having, for my own part, not the shadow of a doubt that, in that case, constancy would speedfly swouch itself the law of the conjugal relation, instead of, as now, the rare exception.

In this state of things your correspondent appears on the scene, professing amidst many other small insolences and puerile affectations, not to be "cruel" to me, and yet betraying so crude an apprehension of the discussion into which he is ambitious to thrust himself, that he actually confounds my denunciation of base and unworthy motives in marriage, with a demunciation of the marriage institution itself! I have simply and uniformly said that the man who fulfils the duties of his conjugal relation from no tenderer or humaner ground than the law whose penalties secure him immunity in the enjoyment of that relation, proves himself the subject of a buse legal or outward slavery merely, instead of a noble and redning sentiment. And hereupon your eagacious and alarming correspondent crics out, that I resolve "the whole and sole substance of marriage into a legal bond or outward force, which is diabolical and should be wholly abolished and dispensed with." Surely your correspondent mae, admit that when a man and woman invoke the safetion of society to their union, neither they nor any one else look upon society's action in the premises as constraint, as a compulsion, Why? Because society is doing the precise thing they want it to do. With united hearts they beg of society to sanction their union, and society does so. Yo inhuman. In respect to this higher sanction and bond of conjugal fidelity, you call the legal bond inferior

thing, or what is equivalent, the sheer loathing of dolar a dirty one. What now would your corresponded think of a verdant gentleman who, in this state of thing, should charge my adviser "with destroying the institution of private property, with recolving it into a base legal bondage, and dooming it to an incontinent abilition?" Would he not think that this verdant gealleman's interference had been slightly superfluous? But whatever he thinks, one thing is clear, which is, that the realm of logic will not for a moment tolerate your correspondent's notion of "individual sovereignty," Whose violates the canons of this despotic realm by the shibition of any private sovereignty, find himself instantly relegated by an inflexible Nemesis, and in spite of say amount of sonorous self-complacency, back to the disjected sphere which he is qualified to adorn, and from which he has meanwhile unhandoomely absconded.

I am sure that it is only this foolish notion of "the sovereignty of the individual" which obscures your correspondent's mother wit. I call the notion foolish, because as I find it here propounded it is uncommonly foolish. As well as I can master itse contents, it runsitus. That every man has a right to do as he pleases, provided he will accept the consequences of so doing. The groposition is strikingly true, although it is anything but seen. Thus you are at liberty, and have been so since the foundation of the world, to eat green apples, provided you will accept the consequences of lying. All these are instances of "individual sovereignty." They illustrate the down the source of the s

individual sovereignty" which precedes a man's perfect adjustment to nature and society. I have uniformly viewed man as under a threefold subjection, first to make the to society, and finally to God. His appeals